

Office of the Secretary of Defense

§ 245.8

contingency operations are fully coordinated during development with the appropriate military authority responsible for air defense. In the NORAD area of responsibility the authority is the NORAD region commander. When flights will transit more than one region, coordination must be effected with all of the region commanders involved. The NORAD region commander will effect necessary coordination on those tactical operations with the FAA through the Region Air Defense Liaison Officer (RADLO).

(ii) Subsequent to the coordination required in the paragraph (c)(1)(i) of this section, extracts of the air traffic movement section of their plans are to be passed to the appropriate military authorities. The extracts are to be prepared according to the format shown in § 245.7. In the NORAD area of responsibility the extracts are to be sent to the Commander of the NORAD region in which the flights originate.

(2) Responsible military authorities will:

(i) During the coordination phase, ensure that proposed aircraft movements do not conflict in time, altitude, route or any other respect with other planned movements. Potential conflicts are to be resolved through negotiations with the commands involved.

(ii) On receipt of the tactical air movement plan extracts, review again their impact on the overall air situation, incorporate the extracts into the unit SCATANA plan, as supplements, and distribute the extracts to appropriate military agencies, FAA regions and ARTCCs.

§ 245.7 Extract of Tactical Air Movement Plan.

(Unit) _____
(Office symbol) _____
Address _____

Project officer name and phone number
Mission name: _____

SCATANA _____
(NORAD region of flight plan origination)

(Number assigned
by region)

(WATPL number)

- (a) _____
(Call sign, or VCSL
block/line of flight lead)
- (b) _____
(Number and type
aircraft/NAV equip)
- (c) _____
(Departure base, ICAO 4 letters)
- (d) _____
(Level-off point/elapsed time) (direct
or airway route)
- _____ Points to penetration fix
- (e) _____
(Destination/total time enroute)
(ICAO 4 letters)
- (f) "E" hour plus _____
(ETD)
- _____ (Interval planned between aircraft,
cells, or flights)
- Altitude Reservation Void on hour after last
ETD.
- (g) _____ KT.
(TAS)
- MARSA within this flight.
- _____ (Military assumes responsibility
for separation of aircraft)
- All other call signs are: _____

§ 245.8 Wartime Air Traffic Priority List (WATPL).

(a) *Situation.* When SCATANA is implemented, a system of traffic priorities is required in order to ensure that optimum use is made of airspace, consistent with air defense requirements. This system will be the prime means of controlling the volume of air traffic. (The Security Control Authorization will be used as a supplement to WATPL.)

(b) *Intention.* To establish a WATPL for the movement of air traffic when SCATANA has been implemented, and to provide policy guidance for the practical application of the system. Priorities shall take precedence in the order listed and subdivisions within priorities are equal.

(c) *Wartime Air Traffic Priority List—*
(1) *Priority One.* (i) Aircraft engaged in active continental defense missions. This includes interceptors, antisubmarine aircraft and airborne early warning and control aircraft.

(ii) Retaliatory aircraft, including their direct support aircraft, executing EWO.